area
screening
canada

LONDON

ONTARIO

Public Works Canada
Travaux publics Canada

area
screening
canada

LONDON

ONTARIO

PREPARED BY
PUBLIC WORKS CANADA
REAL ESTATE SERVICES DIRECTORATE

• Minister of Supply and Services Canada, 1982

Cat. No. W67-1/38-1982E

ISBN 0-662-12239-9

OTTAWA 1982

PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the on-going Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property manngement. Land planning objectives of the various levels of government have been compiled to supplement the profile and following general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. Preliminary research for this study was undertaken in 1981 and revised in June 1982.

TABLE OF CONTENTS

		PAGE
PREFACE		1
TABLE OF CONTENTS		ii
LIST OF ILLUSTRATIONS		iii
1.0	**INTRODUCTION**	2
2.0	**URBAN PROFILE**	3
2.1	POPULATION	3
2.2	ECONOMIC CONTEXT	4
2.3	URBAN STRUCTURE	6
2.3.1	General Structure	6
2.3.2	Transportation	7
2.3.3	Commerce	8
2.3.4	Industry	9
2.3.5	Housing	10
2.4	REAL ESTATE MARKET PROFILE	11
3.0	**GOVERNMENT LAND PLANNING OBJECTIVES**	12
3.1	MUNICIPAL OBJECTIVES	12
3.2	PROVINCIAL OBJECTIVES	15
3.3	FEDERAL OBJECTIVES	18
4.0	**FEDERAL PROPERTIES**	20
4.1	SUMMARY OF FEDERAL PROPERTY CHARACTERISTICS	20
4.2	PROPERTY DESCRIPTIONS	22
4.2.1	AGR Agricultural Research Institute	22
4.2.2	DND Prevost Armoury	24
4.2.3	PWC Government of Canada Building	26
4.2.4	PWC Lipton Building	28
4.2.5	PWC Dominion Public Building	30
*4.2.6	PWC Terminal "A"	32
4.2.7	DND Permanent Married Quarters	34
4.2.8	DND Wolseley Barracks	36
*4.2.9	PWC Letter Carrier Depot #2	38
4.2.10	DND Married Quarters	40
*4.2.11	PWC Mail Handling Facilities	42
*4.2.12	PWC Letter Carrier Depot #1	44
4.2.13	DND Ordnance Depot	46
4.2.14	TC London Airport	48
APPENDICES		
A	Glossary of Terms	49
B	Abbreviations	51
C	ASC Published Reports	52

*These properties were transferred to the CPC inventory subsequent to TBAC/FLM presentation (*PC 1982-2091*).

LIST OF ILLUSTRATIONS

PAGE

TABLES

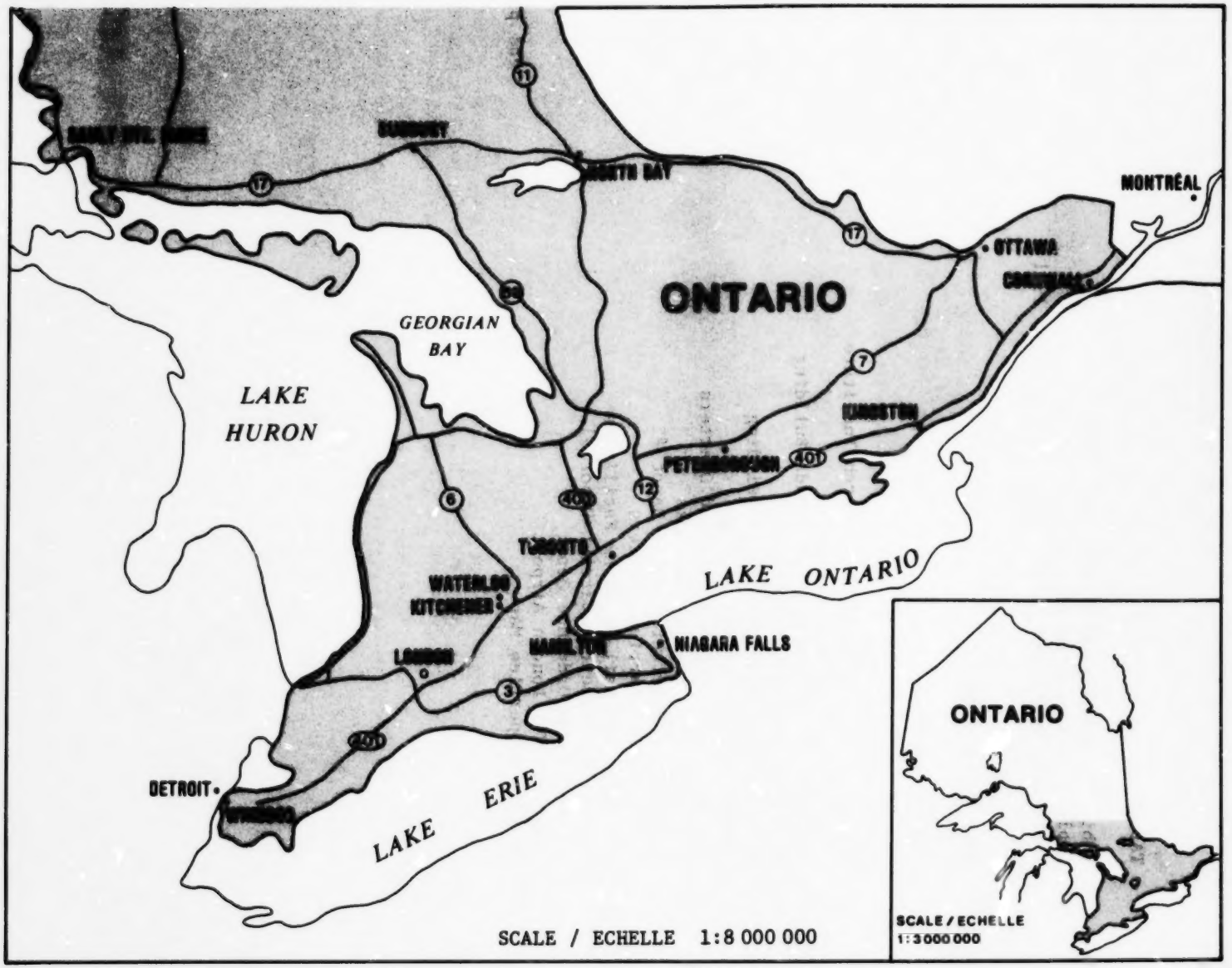
Table 1 Population Growth, 1951-1980 3
Table 2 Population Projections 1985-2001 4
Table 3 Percentage Labour Force by Activity, 1971 5

MAPS AND FIGURES

LONDON, ONTARIO

London Location Map 1
Figure 1 AGR Agriculture Research Institute 21
Figure 2 DND Provost Armoury 23
Figure 3 PWC Government of Canada Building 25
Figure 4 PWC Lipton Building 27
Figure 5 PWC Dominion Public Building 29
Figure 6 PWC Terminal "A" 31
Figure 7 DND Permanent Married Quarters 33
Figure 8 DND Wolseley Barracks 35
Figure 9 PWC Letter Carrier Depot #2 37
Figure 10 DND Married Quarters 39
Figure 11 PWC Mail Handling Facilities 41
Figure 12 PWC Letter Carrier Depot #1 43
Figure 13 DND Ordnance Depot 45
Figure 14 TC London Airport 47
Federal Properties Map end plate

LONDON


ONTARIO
GEORGIAN BAY
LAKE HURON
LAKE ONTARIO
LAKE ERIE
NORTH BAY
MONTRÉAL
OTTAWA
KINGSTON
PETERBOROUGH
TORONTO
WATERLOO
KITCHENER
LONDON
HAMILTON
NIAGARA FALLS
DETROIT
WINDSOR
SCALE / ECHELLE 1:8 000 000
ONTARIO
SCALE / ECHELLE
1:3 000 000

1.0 INTRODUCTION

The City of London is situated directly on the Macdonald-Cartier Freeway in southwestern Ontario. It is located approximately 145 km west of the Toronto-Hamilton urban area and 160 km east of Windsor and Detroit. Lake Erie is 40 km south of London.

For the purposes of this report, the study area is comprised of those lands enclosed within the civic boundaries of the City of London. The location of the existing city limits is due in part to annexations that occurred in 1961, 1967, 1971, 1977 and 1980. Approximately 262,000 people reside within this 177 km^2 area.

London is located in a beautiful natural setting where the branches of the Thames River meet. The major natural geographic feature of London is the Thames River Valley. The slopes, terraces and flood plains of the Thames River, its branches and tributaries serve to interrupt the continuous development of the city. These lands are not suitable for residential, commercial or industrial uses, but they provide valuable open space within the urban area.

London is the centre of commerce, finance and industry for the southwestern part of the province, with several large insurance companies having established their headquarters in the city. London also serves as a dominant educational and medical centre for southwestern Ontario.

2.0 URBAN PROFILE

2.1 POPULATION

Table 1

Population Growth, 1951-1980

Year	Population	Average Annual Percentage Change London	Ontario	Canada
1951	95,343			
		1.3	3.3	2.8
1956	101,693			
		10.8	2.9	2.5
1961	169,569*			
		2.8	2.2	1.9
1966	194,416*			
		2.8	2.1	1.5
1971	223,222* **			
		1.5	1.4	1.3
1976	240,392			
		4.3	1.1	1.2
1977	251,146*			
		1.0	1.1	0.9
1978	253,726			
		1.2	0.7	0.8
1979	256,789			
		1.9***	0.8	1.0
1980	261,841			

* Annexations occurred in 1961, 1967, 1971 and 1977.
** The 1971 figure is based on the 1976 area for the City of London.
*** Actual growth was 1.4%; in 1980 a more effective count of student population was conducted.

Sources: Statistics Canada, 1976 Census
City of London Assessment Department (figures for 1977, 1978, 1979, 1980).

The population of London has almost tripled during the last three decades. This population increase can be attributed primarily to the annexations that occurred in 1961, 1967, 1971, 1977 and 1980. The 1961 annexation, which involved a large parcel of land, greatly increased London's population. However, the 1967 and 1971 annexations did not have a significant influence on population figures as they involved smaller parcels of land which were to be designated for industrial uses.

From 1961 through 1976 the population growth rate for London has been higher than the provincial and national averages. This difference in percentage change has diminished in recent years. As with Ontario and Canada as a whole, London has been experiencing a declining growth rate in comparison with previous years.

Table 2

Population Projections 1985-2001, City of London

Year	Population
1985	280,000
1991	305,000
2001	350,000

Source: City of London, Community Services Department, Planning Division, 1981.

In 1971, the Official Plan indicated that the population of London would increase at a rate of three percent per annum until sometime between the years 2000 and 2010, when it would stabilize at around one-half million people. In 1981 these population forecasts were reviewed. The new forecast, which was arrived at from secondary estimates, is based on an analysis of the population forecasts of various agencies. It is now expected that the population will grow to 350,000 by the year 2001. At the present time, London's population is expected to grow at an average annual rate of 1.3 percent to 1.8 percent.

2.2 ECONOMIC CONTEXT

Located as it is, in the prosperous region of Ontario, and halfway between Toronto and Windsor, it is the market service centre for the surrounding agricultural area. London has a diverse economy, characterized by many types of manufacturing, trade and service industries. It provides high order goods, services, and government administration to approximately one half million people.

Table 3

Percentage Labour Force by Activity, 1971

Activity	London	Ontario	Canada
Primary Industry	5.2	5.5	8.0
Manufacturing	20.9	25.5	20.0
Construction	6.3	6.5	6.0
Transportation and Communication	5.9	7.0	8.0
Trade (Retail and Wholesale)	15.5	15.5	14.5
Finance, Insurance and Real Estate	6.2	5.0	4.0
Community, Business and Personal Services	27.9	24.0	24.5
Public Administration and Defence	6.0	7.5	7.0
Other	6.5	4.0	8.0

Source: Statistics Canada, 1971 Census

The largest segment (27.9 percent) of the labour force is employed in the community business and personal services sector of London's economy; thus demonstrating the city's importance as a service centre. A number of large institutions are large employers, including the University of Western Ontario (3,400 full time employees),[1] Fanshawe College (917 employees)[2] and the many hospitals.

Manufacturing is the second largest employment sector in London's economy, (employing 20.9 percent of the labour force in 1971). The industrial structure is diverse, with no single firm or industry predominant in terms of employment. Manufacturing employs a smaller percentage of the labour force than the Ontario average, however, this figure is comparable to the national average. Although the latest figures for the labour force are for 1971, it is estimated that the employment percentage in the various sectors of the economy has remained relatively unchanged.

The "London Urban Transportation Study" identified growth trends and potential in terms of employment in London. It was felt that while total employment for each sector would increase, there would also be relative changes in the proportion of total employment in each category. It was anticipated that the proportion of jobs in the service sector would increase, while those resulting from manufacturing would probably decrease.

1 University of Western Ontario, Personnel Department, February 1981.
2 Fanshawe College, Personnel Department, February 1981.

In 1971 the labour force totalled 127,000 people. By 1976 this figure rose to approximately 153,000 people. The participation rate of the population in the labour force has been continually increasing from 41 percent in 1961 to an estimated 64 percent in 1976. The labour force is expected to grow at a rate of 1.75 percent to two percent per year; a rate that is higher than the expected population growth rate. However, the labour force growth rate is expected to level out in the 1990's to the population growth rate.

Employment in London is comparatively stable, with no marked seasonal fluctuation and no significant unemployment rate. The city's unemployment rate is consistently lower than both the provincial and national averages.

2.3 URBAN STRUCTURE

2.3.1 General Structure

At the present time, the city is conducting a study to determine its future land requirements up to 2010 and to recommend directions and extent of growth based on alternative growth rates.

London's growth pattern has been roughly concentric, uninhibited by physical barriers, servicing problems or transportation lines. The future growth of London will be accommodated largely within the existing boundaries of the city, mainly to the west and north. To the east is a large industrial area served by the railway. The airport will limit growth to the east. Southwest development has already reached the limits of the watershed. Future expansion in this area could encounter servicing problems.

The major commercial centre in London is concentrated in the Central Business District (CBD). The Official Plan defines two areas in downtown London: the downtown core itself, bounded approximately by York Street, Wellington Road, Queens Avenue and Talbot Street; the CBD, bounded by the CNR, Colborne Street, Kent Street and the Thames River. During the past five years the construction of large commercial and office projects has changed the face of downtown and strengthened its role as a dominant urban centre.

The city is bisected by two major east-west rail lines which link the major industrial parks in the eastern part of the city. In addition, the older industrial areas are located along the railway tracks in the eastern and southern areas of the city.

Open space follows the river valleys from the downtown area. The Official Plan indicates that the pattern of open space consists of major and minor open spaces linked together in a comprehensive

system. To the northeast, just outside the city limits is Fanshawe Lake, a large recreational area. A proposed conservation area, Pond Mills is located to the south.

There are several large institutional land users in London. The University of Western Ontario, located on the north branch of the Thames River, dominates the northern part of the City. The Children's Psyschiatric Research Institute is located in the west, the Westminster Hospital is located in the south and the London Psychiatric Hospital, the Robarts School for the Hearing Handicapped and Fanshawe College are situated in the eastern part of the City.

The older residential areas are located around the CBD. Newer residential development radiates outwards from the downtown area toward the edges of the city. Future residential areas will fill in the existing gaps between residential areas. These will tend to be near the city limits in the northeast and north sections and in the southeast where a few large portions of vacant land remain.

The municipal government is responsible for the planning function within the London city limits. In addition, one member of Council and one citizen are appointed to the Central Middlesex Planning Board. The city has an Official Plan which was adopted in 1971, which is used to guide and control development. Main sections of the Official Plan are being reviewed. A number of more detailed District Plans have been prepared for some of the Planning Districts.

2.3.2 Transportation

Historically, London has expanded outward from the original settlement at the forks of the Thames River. This growth has followed the basic survey pattern of concessions and lots, with arterials following the old concession roads.

Highway 401 passes through the southern edge of the city, where the larger industrial parks are located. There are four interchanges from the 401 which provide access to the CBD and the eastern and western parts of the city via Wellington Road and highways 126, 100 and 4.

Highway 402 from Sarnia is completed as far east as Strathroy and will extend easterly to Highway 401 south of London where an interchange east of Highway 4 will be constructed.

At present, there are no major problems in London's transportation system; however, there are two factors which are constricting the efficient movement of traffic. First, intra-urban transportation is impeded by the limited number (three) of river crossings.

Secondly, the railway lines are causing problems in terms of railroad conflicts. Both CN and CP rail lines bisect the city from east to west. In addition, a line from Stratford enters the city in the northeast. Another line enters the city from the south. There are many additional spur lines to service various industrial areas. The existing railways create barriers to vehicular traffic which can only be avoided by the construction of grade separations within the city. In addition, the centrally located rail yards aggravate road-rail conflict. Bus schedules are also seriously affected by delays at grade crossings. Part of the London Urban Transportation Study[3] was undertaken to determine the feasibility of relocating or consolidating existing rail lines in the city. Various alternatives were studied, and it was recommended to combine the main line rail traffic from both companies along the CNR corridor, and to relocate the centrally located rail yards east of the city.

The London Transit Commission serves all parts of the city, with the system focussing on the downtown area. Thus the existing network of bus routes is based on a radial system which runs primarily along arterials and major collectors. The Commission is presently investigating a transfer terminal system whereby one north-south and one east-west bus corridor would be established with feeder routes radiating from the terminals.

2.3.3 Commerce

The Official Plan for London proposes the maintenance of the downtown core as a lively and attractive area. In the past few years more emphasis has been placed on developing the central area as the focus of retail, office, cultural and entertainment activities. London has also developed a series of District Centres in order to give focus to institutional and commercial activities on a local scale. It was felt that these suburban centres would provide a significant quantity of retail facilities without detrimental effects on the downtown area.

The downtown core is bounded by York Street, Wellington Road, Queen's Avenue and Talbot Street. Considerable private sector construction of office and commercial space and the actions of the now defunct urban renewal department have greatly improved the downtown. The Talbot Street Government of Canada Building (4.2.3) was originally part of a major redevelopment project which also included a Provincial Court House and a proposed Talbot Square which was to consist of a three tower commercial/ office/apartment complex. The Talbot Square development was to be a tri-level government project, designed to stimulate growth in the western

---

3 City of London, London Urban Transportation Study, prepared by DeLeuw Cather Ltd., 1974.

part of the CBD, an area which had been experiencing some decay due to the recent eastward shift of commercial activity toward the City Centre and Wellington Mall developments. However, because of funding difficulties, political problems, strikes, etc., Talbot Square was never developed. Bell Canada purchased the property and constructed an eight storey office tower.

In addition, a number of other large developments have emerged downtown. Several major commercial structures have been constructed in the London City Centre Complex, bounded by Dundas Street, Wellington Road, King and Waterloo Streets. This complex includes two office towers, a Holiday Inn and the City Centre Mall, an enclosed two-level shopping mall at the heart of the complex.

Other current developments include an eight-storey office/commercial building on the southeast corner of Richmond Street and Queens Avenue, and a three-storey office/commercial building on the northwest corner of Dundas Street and Clarence Street. In addition, there are four major office building renovation projects currently underway.

Over the years there have been improvements such as the reduction of heavy traffic between Wellington Street and Ridout Street to facilitate increased pedestrian activity on Dundas Street.

The London Centered Retail Study[4] and the Retail Simulation Model (1981)[5] indicates that London dominates the retail market throughout the five counties surrounding the city. In addition, the study shows a good overall shopping balance throughout the city with the downtown area strong.

2.3.4 Industry

Industry in London is highly diversified. Major industries present are electrical engineering, electronics, transportation equipment, automotive components, food and beverage products, metal fabrication, machinery, paper products, clothing and leather goods.

Industrial development is concentrated in the eastern and southern parts of the city, where private and publicly-owned, serviced and unserviced lots are available. Industries are also located along the CNR lines in the eastern and southern parts of the city.

In the past few years, the City of London, through the London Development Advisory Board, has developed a number of industrial parks. The city is actively engaged in the purchasing, planning, developing and selling of land for industrial purposes. The city

---

4 City of London, London Centered Retail Study, prepared by Marshall, Macklin, Monaghan Ltd., 1976.

5 City of London, Retail Simulation Model (1981), prepared by the Malone Group Limited, 1981.

tries to maintain a land bank of at least 120 ha. All parks have excellent access to major highways, and lots are competitively priced.

A large industrial area which straddles Highway 401 to the south of the city consists of three city-owned industrial parks. Westminster Park primarily accommodates service and light industry and is subdivided into small lots. Wilton Grove Industrial Park is a fully serviced 100 ha park, reserved for larger industry with lots available to 20 ha. Pond Mills Industrial Park totals 47 ha and is designed for industry requiring 0.4 ha to 1 ha sites. The completion of Highway 100, a limited access industrial road in 1979 allowed for the construction of the large Trafalgar Industrial Park. It is designed to accommodate a mix of small and large industry which will be readily accessible to highways, the airport and other industrial concentrations.

2.3.5 Housing

A report entitled "Housing in London" was prepared for the City of London in July 1980. This report indicates that London's residential housing situation is good, comparing favourably with other Ontario Centres. The city is presently conducting an update of this report to include a study of the provision of housing for the handicapped and a study of "rent geared to income, family housing".

Although 15 percent of London's current housing stock dates from before 1920, there are no extensive areas of blighted housing and overcrowding is relatively rare. Six areas in London: Hamilton Road, Lorne Avenue, Carling Heights, Manor Park, Grey and Simcoe, have been designated to receive Neighbourhood Improvement Program (NIP) funds.

The demand for rental accommodation is strong in London. Demand for rental accommodation during various months of the year varies because 16,000 students at Western University do not always require year-round accommodation. The summer exodus of students increases the summer vacancy by three percent.

2.4 LONDON REAL ESTATE MARKET SUMMARY

2.4.1 Office Space

Currently there is a glut of office space on the London market. The vacancy rate for 1981 for Class A (prestige, prime location etc.) space was 5.1 percent (12 820 m^2); the Class B vacancy rate, was 8.8 per cent (6000 m^2); and Class C, 22.3 per cent (8000 m^2 (A.E. LePage 1981.) Subsequent to this study London Life has released 9260 m^2 of Class A space onto the market. In addition, 11695 m^2 of Class A space has recently come on the market in two new buildings, one located at the south-east corner of Richmond Street and Queen Ave., and the other at the corner of Dundas and Clarence Streets. New 22 224 m^2 office tower is proposed for the corner of King and Wellington Streets.

There are no significant office developments planned for outside of the downtown core, except for local service businesses.

2.4.2 Residential

London lies near the median in overall provincial housing prices. Market activity trends in the city are similar to the provincial housing market. High interest rates have cut demand and marginal supply, especially in the mid-price range ($70,000 to $90,000), and have dampened price increases, which are currently below the rate of inflation. In 1981 sales fell 45 per cent as interest rates rose. Vacancy rates, however, remained relatively stable at approximately three to four per cent from 1979 to 1981.

2.4.3 Industrial

In 1982, 9290 m^2 of industrial space has been absorbed; significantly more than in previous years. High interest rates have discouraged new contruction and the future outlook is for higher increases in rental rates, which currently range from $24 to $27 per m^2. Rates are expected to rise ten to fifteen per cent in the coming year. The trend is toward purchase rather than rental for most firms. The inventory of serviced industrial land is large and will support long term industrial growth. Such land is priced at $54,000 to $99,000 per ha.

3.0 GOVERNMENT LAND PLANNING OBJECTIVES

The land planning objectives of the various levels of government, federal, provincial, regional and municipal are presented as criteria to help assess the appropriateness of current use of federal holdings in the communities under study. It is felt that these objectives accurately reflect the revised interests of federal land management. The objectives range from the general (federal and, to some extent, provincial), implying broad national or regional concerns, to the specific (regional and municipal) indicating detailed directions for community growth and change. The reader will note that objectives are what each government attempts to achieve in a particular policy area and that programs and projects represent increasingly more specific means to achieve the stated objectives.

3.1 MUNICIPAL OBJECTIVES

Information concerning planning objectives and policies for the City of London was obtained from "The Official Plan for the City of London Planning Area" (1971), and was supplemented and updated through discussion with officials of the Planning Department. For additional information on these and other more general objectives, please consult local planning documents.

A. COMMERCE

Objective

(i) To create one dominant city centre to represent the focus of the city's commercial, social, civic and transportation activities.

Policies

(i) To actively participate in the improvement, development and redevelopment of the central business district through urban renewal programs and through encouragement and direction to development not involved in urban renewal schemes.

(ii) To ensure that existing buildings of historical significance and/or architectural merit be retained, particularly in the core, and to maintain a diversity of architectural form in the downtown.

Programs

(i) Various redevelopment schemes for the city's downtown core have been built or are under construction (see 2.3.3).

(ii) The provision of major vehicular parking facilities will be encouraged along the periphery of the core area.

(iii) The core area will be designed primarily to serve the pedestrian function and to encourage social interaction.

B. RESIDENTIAL

Objective

(i) To identify or create distinct areas of the city, each with its own focal point and recognizable characteristics, in order to relieve the monotony of urban developments and to provide the citizens with an area smaller than the whole city to which they can relate.

Policies

(i) To establish district centres which may contain a planned shopping centre, major educational, recreational and service functions.

(ii) To encourage some intermixing of housing in planning districts so that there is some diversity of age, income, and other social characteristics.

Objective

(i) To improve the quality of the residential environment.

Program

(i) The rehabilitation of substandard housing through NIP, RRAP and OHRP.

Projects

(i) Homeowners and landlords owning residential units located within the Hamilton Road, Lorne Avenue, Carling Heights, Manor Park and Grey-Horton NIP areas and the Central neighbourhood (a special designated area) may qualify for assistance under the Residential Rehabilitation Assistance Program (RRAP).

C. INDUSTRY

Objective

(i) To encourage industrial growth in London.

Program

(i) The City of London acquires land and services it for industrial uses, thus it ensures an adequate supply of industrial land.

D. LAND DEVELOPMENT

Objective

(i) To determine the ultimate size of London, in both area and population, and to determine the best means of adhering to this ultimate size.

Program

(i) To develop the large areas of undeveloped land in the newer areas, (primarily the north and southeast) of the city to ensure that development takes place in a sequence which is most desirable in relation to the public interest and the broad structure of the city, most economical in relation to the capital arrangement of the council and other public agencies and in relation to the general strategy on urban development expressed by the policies of the Official Plan.

E. ENVIRONMENT

Objective

(i) To provide for the protection and enhancement of the urban environment.

Policy

(i) To preserve and further develop the Thames River and its tributaries to provide greenbelts radiating out through the city from the centre.

Programs

(i) To acquire land in the proposed Westminster Ponds/Pond Mills Conservation area.

(ii) Preliminary proposal for the establishment of the boundaries of the Sifton Bog Conservation Area has been prepared and presented to the Planning Committee. (The Planning Committee has tabled concerns to it to a later date, and the proposal has not been formally forwarded to the Upper Thames River Conservation Authority.)

(iii) To encourage the enlargement of employment opportunities.

3.2 PROVINCIAL OBJECTIVES

Ontario's economic strategy for the 1980's was articulated in January 1981 in a document entitled Building Ontario in the 1980's, published by the Board of Industrial Leadership and Development (BILD). BILD was formed in 1980 to coordinate long term investment strategies to support Ontario's economic development initiatives in six areas (please refer to Section A, Economic and Social objectives relating indirectly to real estate investment and management, and Section B, Urban Objectives, which has a direct impact on the federal real estate inventory).

A. ECONOMIC AND SOCIAL OBJECTIVES

(i) Electricity

To substitute for fossil fuels, nuclear and hydraulic electricity generation through a $2 billion per annum Ontario Hydro capital construction program.

(ii) Transportation

To improve the province's transportation infrastructure emphasizing energy conservation through:

- provincial subsidies to municipal transit systems
- development of new technologies through Urban Transportation Development Corporation
- sales tax rebates on alternate fuels and non-petroleum powered vehicles
- support of Federal efforts to upgrade rail service on Windsor-Quebec corridor and regional short take-off and landing facilities
- upgrading and expansion of Ontario's shipyards; development and improvement of ports and harbours with participation of the Federal government

(iii) Resources

To develop and regenerate the province's natural resources through:

- equity investment in food processing and storage facilities so as to limit food imports
- upgrading 40 000 ha of agricultural land in eastern and northern Ontario
- longer term and improved forest management agreements with private firms

. reduction of imports of mining equipment through joint ventures which will develop and supply the equipment needs of the resource sectors

. incentives to new mineral exploration technologies; Provincial exploration of oil and gas exploration in the Hudson's Bay basin; encouragement for the development of phosphate and silica sands.

(iv) Technology

To redress inadequate Research and Development (R & D) efforts in order to ensure international competitiveness and continued economic growth through:

. coordination of corporation, academic, labour and government R & D through IDEA (Innovation Development for Employment Advancement) Corporation

. establishment of technology centres for: auto parts in Niagara Region, microelectronics in Cambridge and Ottawa, industrial robots, biotechnology and toxicology at the Universities of Guelph and Toronto

. Ontario Development Corporation providing financing for high technology firms

(v) People

To retrain existing manpower to changing technologies and achieve a closer link between educational institutions and the needs of the workplace

. expanding apprenticeship training in industry by incentives to industry or, in the absence of significant commitment, by fiat

. encouraging coordinated training efforts by industrial sector with cooperative efforts through Ontario colleges where facilities will be modernized

(vi) Community

To assist Ontario communities in attracting new economic development and to create new job opportunities by strengthening local development capacities and by upgrading existing tourism, cultural and infrastructure facilities by:

. financing land servicing infrastructures in small communities

. cost sharing of local economic development studies

- shared financing for three convention centres - Toronto, Ottawa and Hamilton

- expanding tourist facilities through loans ($28m from 1979-81) supported by an international marketing effort

B. URBAN OBJECTIVES

- **Ontario Downtown Revitalization Program**

To help strategic renewal in downtown areas and thereby begin to arrest decline and restore confidence in these cores.

Interest free loans are made available to a maximum of 2/3 of the cost of downtown improvements. Cities with a maximum population of 125,000 are expected to generate complementary private sector downtown investment and, in the long term, improve downtown property and business tax bases in order to provide some reasonable payback period for the original loan.

A related program, Main Street Revitalization, finances beautification and parking improvements to a maximum of $150,000 with designated business improvement areas and official plans to communities under 35,000 population.

- **Ontario Neighbourhood Improvement Program**

To improve the quality of life in deteriorating residential areas.

The province and municipality share equally the costs of neighbourhood improvements including community centres, playgrounds, day care centres, lighting, sewers, sidewalks and roadwork. At least twenty percent of expenditures must be soft costs.

In 1981, 46 communities participated in this program for an allocation of $12 million.

- **Ontario Home Renovation Program**

To improve the quality fo the province's housing stock.

Loans to a maximum of $7,500 are made available to individuals. A portion of the loan is forgivable according to the income level of the borrower. Home improvement loans are linked to neighbourhood improvement as eligibility is limited to certain designated neighbourhoods.

3.3 FEDERAL OBJECTIVES

Federal Land Management (FLM) Policy

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provision of government services with achievement of wider social, economic and environmental objectives.

Other Federal Objectives

The following federal objectives were primarily derived from the First Annual Review of the Senior Interdepartmental Committee on Urban Affairs and other federal policy documents.

A. GENERAL

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. PROGRAM-RELATED

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood vulnerable developments in flood risk areas.

C. FEDERAL PROPERTIES (Realty Activities)

(i) To provide federal departments and agencies, as specified in the appropriate acts, with a full range of real property services required for the successful carrying out of their program responsibilities.

(ii) To develop and manage real property assets of the federal government within its jurisdiction according to sound real estate principles so as to optimize the return to the government and the people of Canada.

4.0 FEDERAL PROPERTIES

4.1 SUMMARY OF FEDERAL PROPERTY CHARACTERISTICS

There are 14 federally-owned properties within the study area of the City of London. The major landholders in the study area are TC with its 550 ha airport property, and DND which maintains 51.55 ha on five sites.

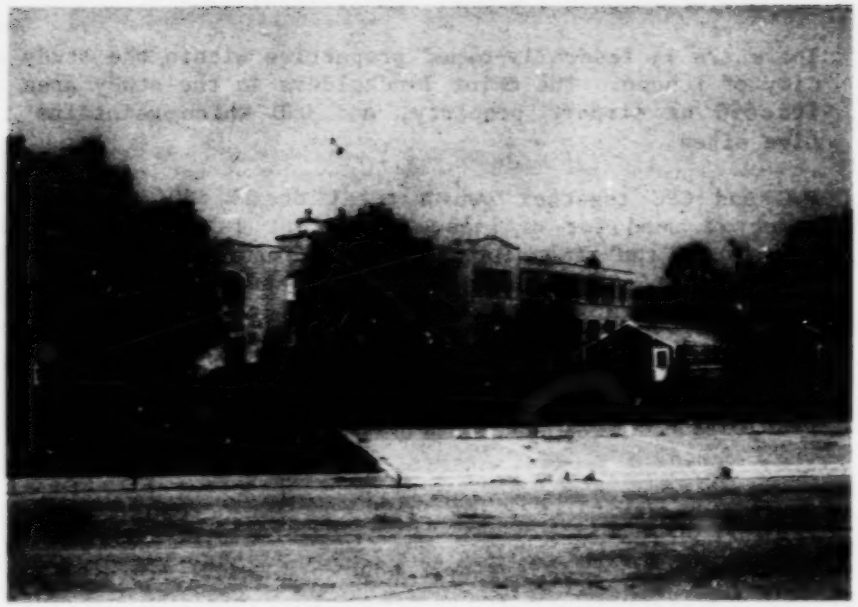
PWC and CPC together own a total of 53 680 m^2 (usable), half of which is used for offices, 40 percent is used for processing purposes, and the remaining 10 percent for other uses; as shown in the table below. The total area of leased accommodation in the study area is 7993 m^2 (usable), and the major occupants are CEIC, RC-T, and RC-C&E.

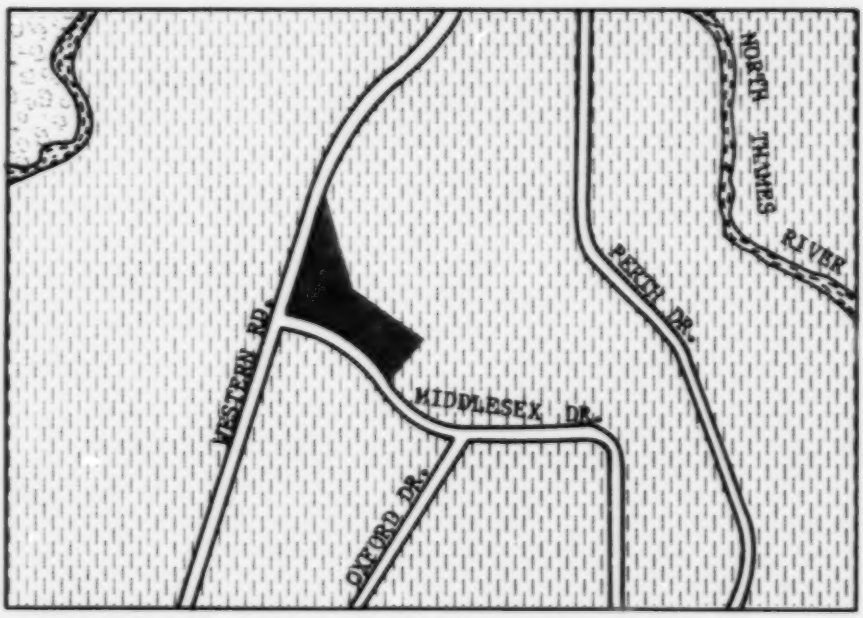
Inventory of PWC* and CPC Owned Space (m^2 usable)

	Department		
Space Category	**PWC**	**CPC**	**Total**
Office	22 685	4 476	27 161
Processing	547	20 516	21 063
Other	3 823	1 633	5 456
Total	27 055	26 625	53 680

FIGURE 1

AGR AGRICULTURE RESEARCH INSTITUTE
AGR INSTITUT DE RECHERCHES AGRICOLES





SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2 PROPERTY DESCRIPTIONS

4.2.1 AGR AGRICULTURAL RESEARCH INSTITUTE

LOCATION: 1400 Western Road, University of Western Ontario

SITE:		**STRUCTURE:**	
Area:	8.41 ha	Main Laboratory - office complex	
Terms of Lease:	99 years from May 1949 (Crown-owned Building leased site)	Number:	11
		Function:	Agricultural research
		Occupant:	AGR
		Area:	Admin. Bldg. 305.09 m^2 (gross)
% covered by structures:	45 bldgs. 30 parking and delivery		oper. buildings 4229.32 m^2 (gross)
		Occupants:	AGR
Parking:	adequate	Storeys:	2 + B
Access:	good by car and public transit	Constn. date:	1951
Zoning:	development		

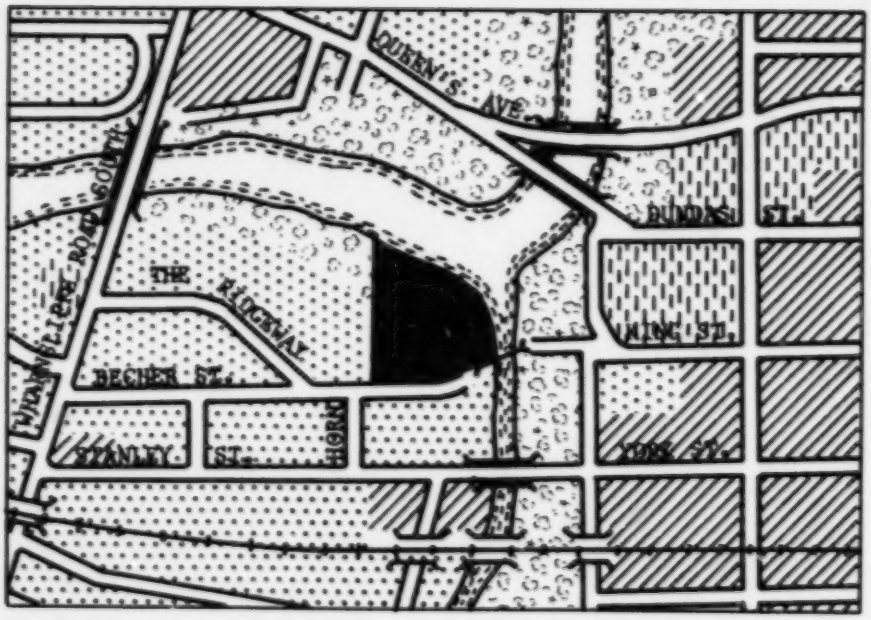
Surrounding Land Use: institutional (University of Western Ontario).

CRPI Code: 35 39 036 42 021 AGR 010883

The site of the Agricultural Research Institute is leased from the University of Western Ontario and contains eleven Crown-owned buildings. The major structure is a laboratory-office complex. Connected to this building is a headerhouse and two greenhouses. From the headerhouse there is direct access to the library which is a temporary structure built in 1974. There are a number of smaller structures on the site including two garages and a storage vault. These facilities are used for research and development primarily related to crop protection.

FIGURE 2

DND PROVOST ARMOURY
MDN MANEGE MILITAIRE PROVOST



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.2 DND PREVOST ARMOURY

LOCATION: 19 Becher Street, on periphery of Central London Planning District.

SITE:		STRUCTURE:	
Area:	1.4 ha	Number:	2, armoury and POL storage shed
Acquisition date:	1955		
% covered by structures:	30	Function:	armoury; training of militia and cadets
Parking:	inadequate for privately-owned motor veh.	Area:	armoury - 4 515.46 m^2
Access:	good by car and public transit		POL storage shed - 5.30 m^2
Zoning:	multi-family residential	Storeys:	2 and 1
		Constn. date:	1957, 1964

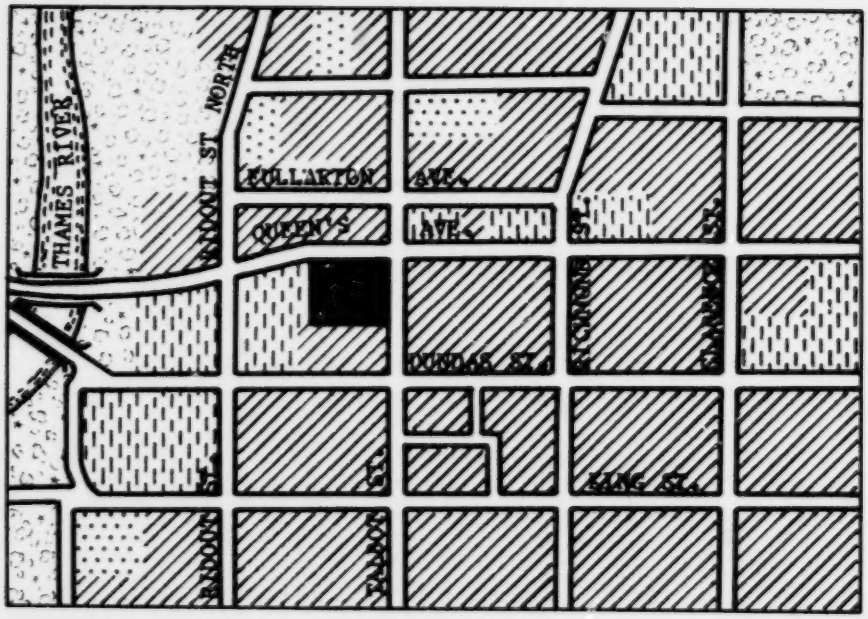
Surrounding Land Use: residential

CRPI Code: 35 39 036 021 DND 010885

This brick armoury is situated on a branch of the Thames River, opposite the core, but connected to it by a footbridge. Surrounding the site is an old residential area which is in gradual transition to higher density residential use.

FIGURE 3

PWC GOVERNMENT OF CANADA BUILDING
TPC IMMEUBLE FEDERAL



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.3 PWC GOVERNMENT OF CANADA BUILDING

LOCATION: 451 Talbot Street, core

SITE:		**STRUCTURE:**	
Area:	0.40 ha	Number:	1
Acquisition date:	1973	Function:	administrative
% covered by structures:	75	Occupants:	RC-T, S.O.S., PWC DOC, HWC, CEIC, RCMP, RC-C&E, Comm. Caterplan, Pensions Advocate
Parking:	adequate		
Access:	excellent by car and public transit	Area:	30 618.3 m^2 (gross)
Zoning:	light industry	Storeys:	11 (plus two basement levels)
		Coustn. date:	1974-76

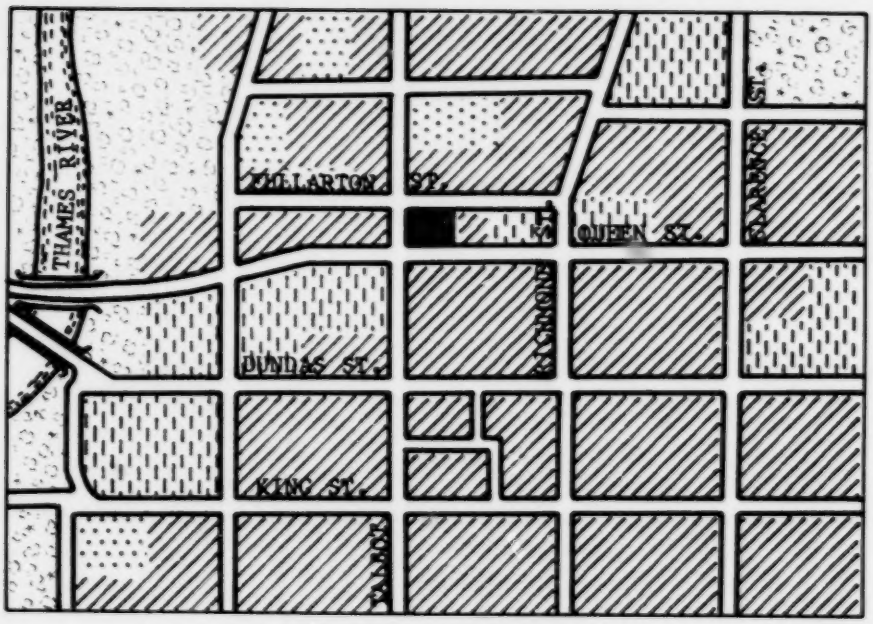
Surrounding Land Use: commercial (retail and office)

CRPI Code: 35 39 036 43 021 DPW 010899

This federal building was part of a major redevelopment project which also includes a provincial court house and the proposed Talbot Square. Originally, Talbot Square was to consist of a commercial/office/apartment complex. However, the project was never developed and instead Bell Canada has constructed a large office tower on the site.

FIGURE 4

PWC LIPTON BUILDING
TPC IMMEUBLE LIPTON



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.4 PWC LIPTON BUILDING

LOCATION: 120 Queens Avenue, core

SITE:

Area:	0.13 ha
Acquisition date:	1956
% covered by structures:	90
Parking:	inadequate (10 spaces)
Access:	excellent by car and public transit
Zoning:	light industry

STRUCTURE:

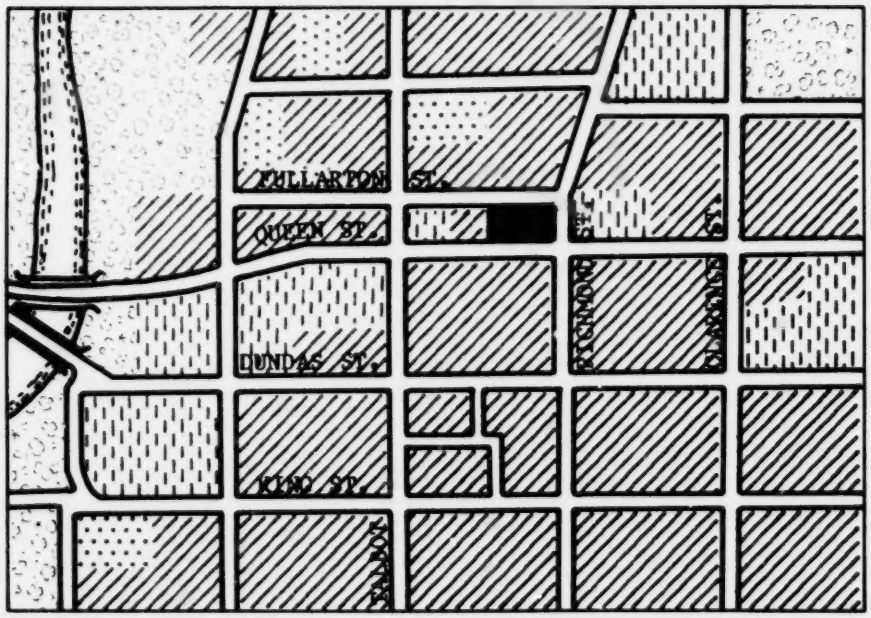
Number:	1
Function:	administrative
Occupant:	CEIC
Area:	4542.96 m^2 gross
Storeys:	3 + b
Constn. date:	1956

Surrounding Land Use: commercial (office and retail), residential

CRPI Code: 35 39 036 43 021 DPW 010888

FIGURE 5

PWC DOMINION PUBLIC BUILDING
TPC IMMEUBLE FEDERAL



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.5 PWC DOMINION PUBLIC BUILDING

LOCATION: 457 Richmond Street, core

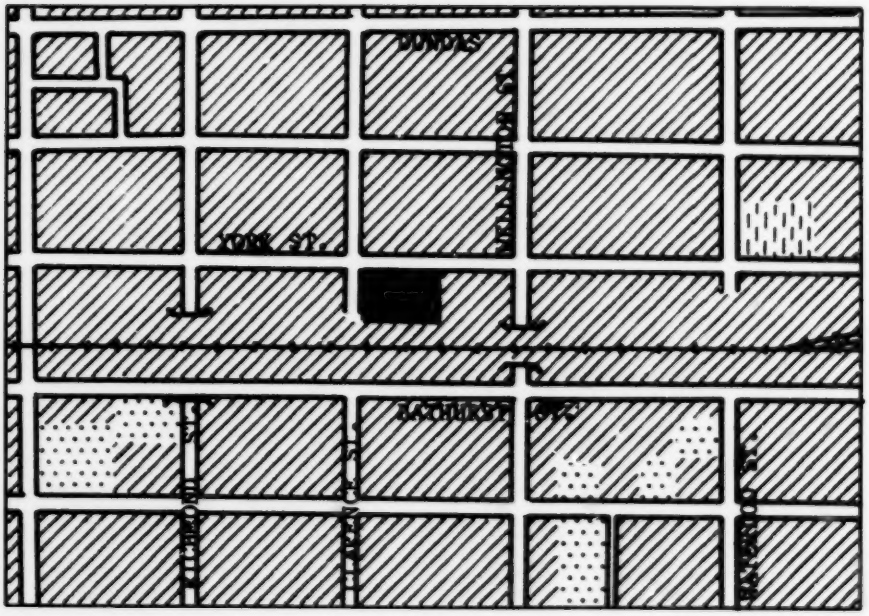
SITE:		**STRUCTURE:**	
Area:	0.40 ha	Number:	1
Acquisition date:	1935	Function:	office
% covered by structures:	95	Occupants:	RC-C&E, NRC, INA, AGR,CPC,DSS,RC-C&E, Lab.
Parking:	35 spaces (below T.B. specs.)	Area:	13 361.41 m^2(gross) 8942 m^2 (rent.) 632.8 m^2 (rent. vacant space)
Access:	excellent by car and transit		
Zoning:	light industry/ general business	Constn. date:	1935-36
		PWC Heritage Status:	Important
		Storeys:	6

Surrounding Land Use: commercial (retail and office), institutional

CRPI Code: 35 39 036 43 021 DPW 010889

FIGURE 6

PWC TERMINAL "A"
TPC TERMINUS "A"



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.6 PWC TERMINAL "A"*

LOCATION: 217 York Street, core

SITE:

Area:	0.31 ha
Acquisition date:	1951
% covered by structures:	90
Parking:	adequate for employees, inadequate for others,
Access:	good by car and transit, poor pedestrian
Zoning:	heavy industry

STRUCTURE:

Number:	1
Function:	office, processing, storage
Occupants:	CPC, CEIC, C&CA,
Area:	15 452.75 m^2(gross) 13 192.9 m^2 (rent) 3319.8 m^2(usable) vacant processing space, 3rd & 4th floors.
Storeys:	4
Constn. date:	1965

Surrounding Land Use: commercial (retail and office)

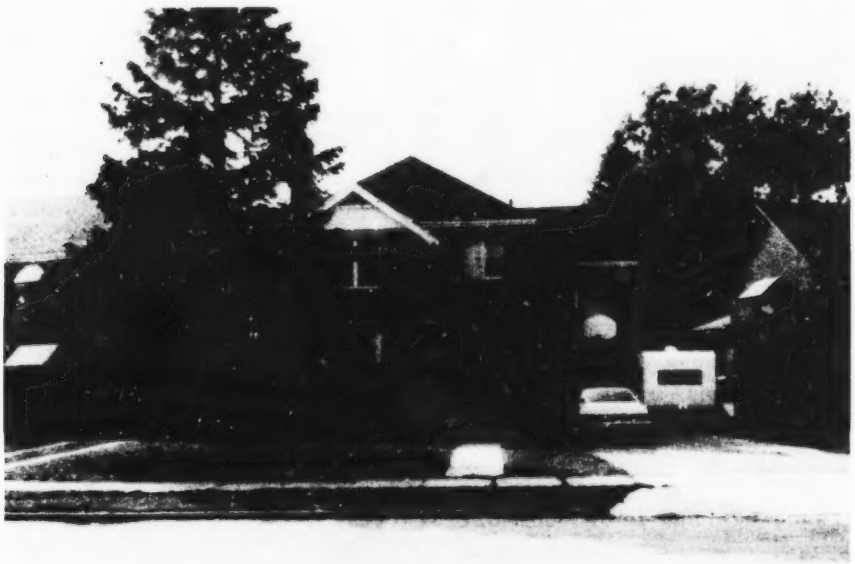
CRPI Code: 35 39 036 43 021 DPW 010891

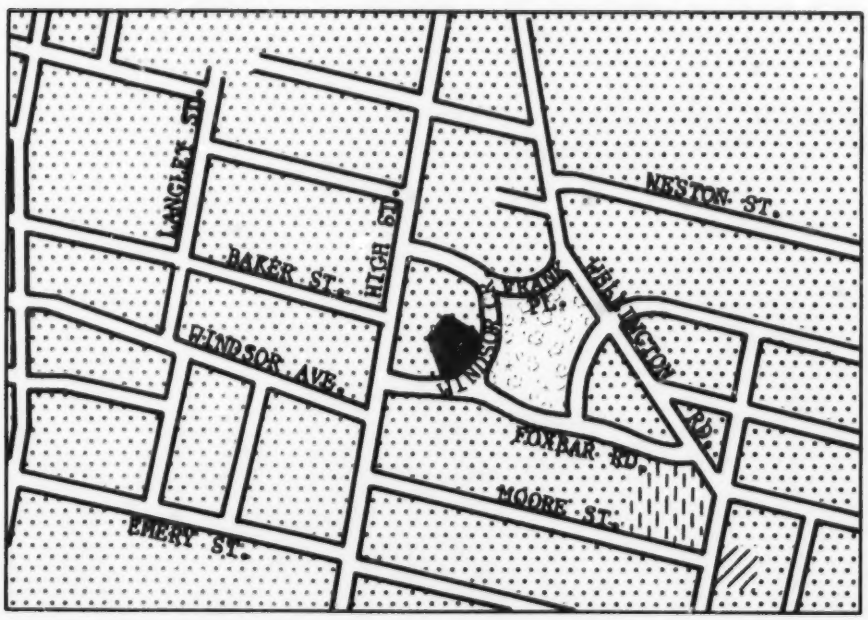
This building was originally constructed as a mail processing facility. When the Mail Processing Plant (see 4.2.11) was put into operation in 1971 this building was no longer needed for CPC letter processing uses.

*Notification of the transfer of this property to CPC (PC 1982-2091) was subsequent to TBAC/FLM presentation.

FIGURE 7

DND PERMANENT MARRIED QUARTERS
MDN RESIDENCES PERMANENTES FAMILIALES





SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.7 DND PERMANENT MARRIED QUARTERS

LOCATION: 127 Windsor Crescent, suburbs.

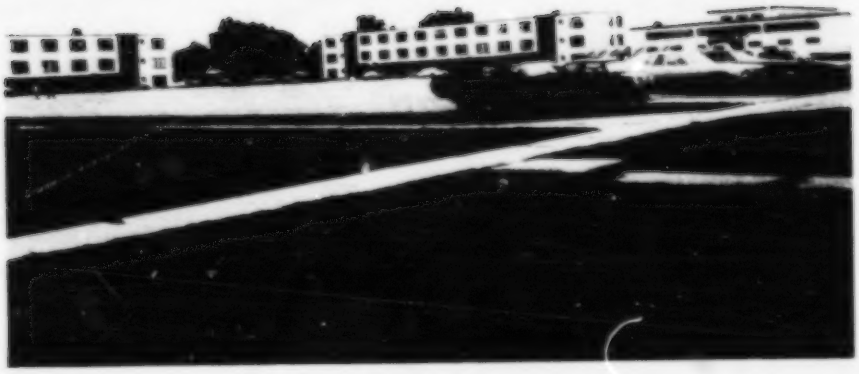
SITE:		**STRUCTURE:**	
Area:	0.06 ha	Number:	1
Acquisition date:	1950 (RCMP) 1977 (DND)	Function:	residence
		Occupant:	DND (officer and family)
% covered by structures:	50		
Parking:	adequate	Area:	249.26 m^2
Access:	good by car and public transit	Storeys:	2 + b
Zoning:	two family residential		

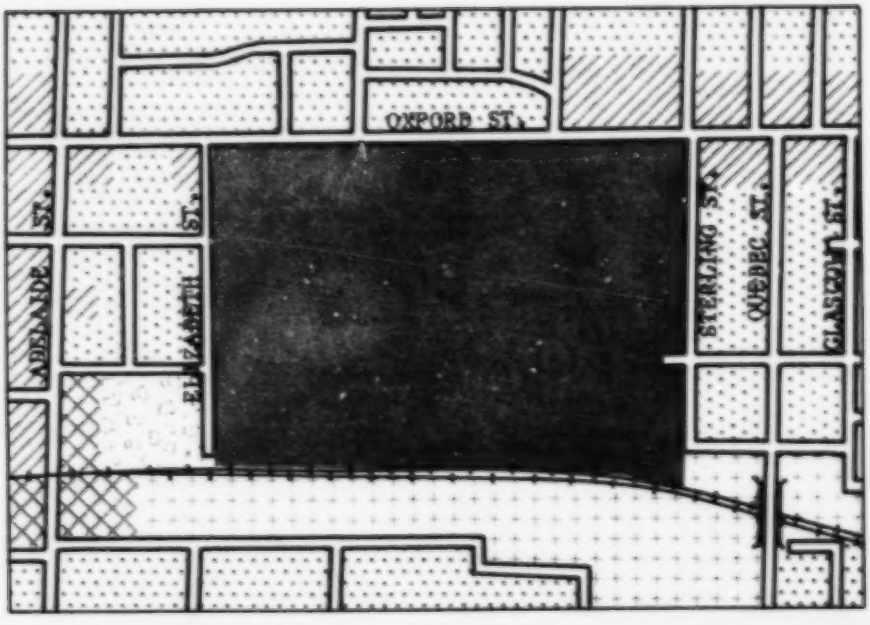
Surrounding Land Use: residential

CRPI Code: 35 39 036 43 021 DND 010886

FIGURE 8

DND WOLSELEY BARRACKS
MDN CASERNES WOLSELEY





SCALE / ECHELLE 1:10,400

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.8 DND WOLSELEY BARRACKS

LOCATION: Elizabeth Street and McMahen, suburbs.

SITE:		**STRUCTURE:**	
Area:	32.67 ha	Number:	61 (34 oper., 12 res. 7 inst., 8 admin.)
Acquisition date:	1886		
% covered by structures:	50	Function:	administration — CFB London; permanent home station of an infantry battalion.
Parking:	adequate		
Access:	good by car and public transit		
Zoning:	multi-family residential	Total Area:	65 625.29 m^2 (gross) 34 oper. 20 070.11 m^2, 12 res. 24 255.58 m^2, 8 admin. 12 316.99 m^2, 7 inst. 8 982.11 m^2
		Constn. date:	1886 (Wolseley Hall) mid 1950's
		Heritage Status:	"A" Block of Wolseley Hall — National Historic Site.

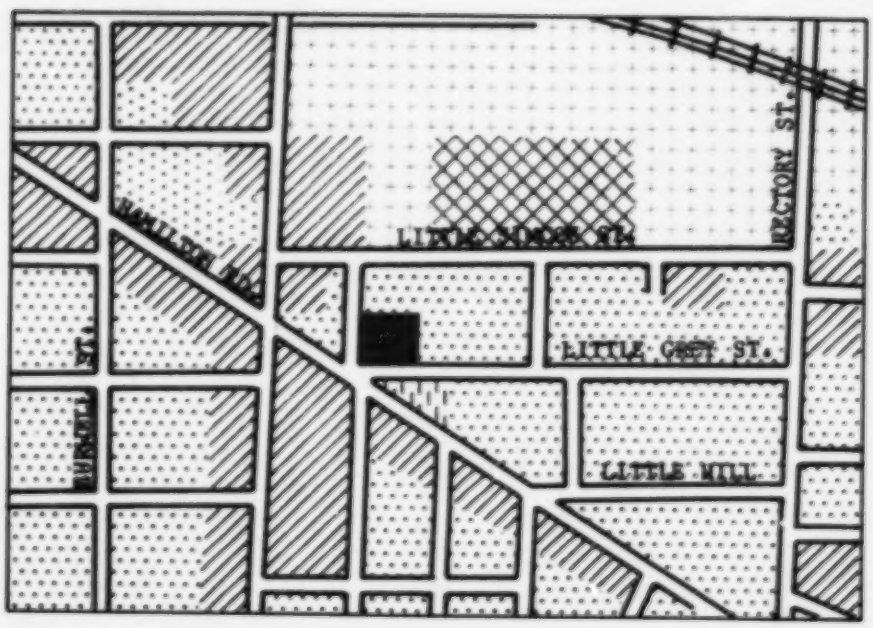
Surrounding Land Use: residential, commercial, industrial

CRPI Code: 35 39 036 41 021 DPW 010869

This large military complex provides accommodation for some static sectional elements of Canadian Forces Base London as well as being the permanent home station of an infantry battalion.

FIGURE 9

PWC LETTER CARRIER DEPOT NO. 2
TPC POSTE DE FACTEURS NO. 2



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.9 PWC* LETTER CARRIER DEPOT #2

LOCATION: Little Grey and Pearl Street, suburbs.

SITE:		STRUCTURE:	
Area:	0.11 ha	Number:	1
Acquisition date:	1971	Function:	processing and storage
% covered by structures:	70		
Parking:	adequate	Occupant:	CPC
Access:	good by car and public transit	Area:	483.1 m^2 (gross) 397.6 m^2 (rent.)
		Storeys:	1
Zoning:	heavy industry	Constn. date:	1972

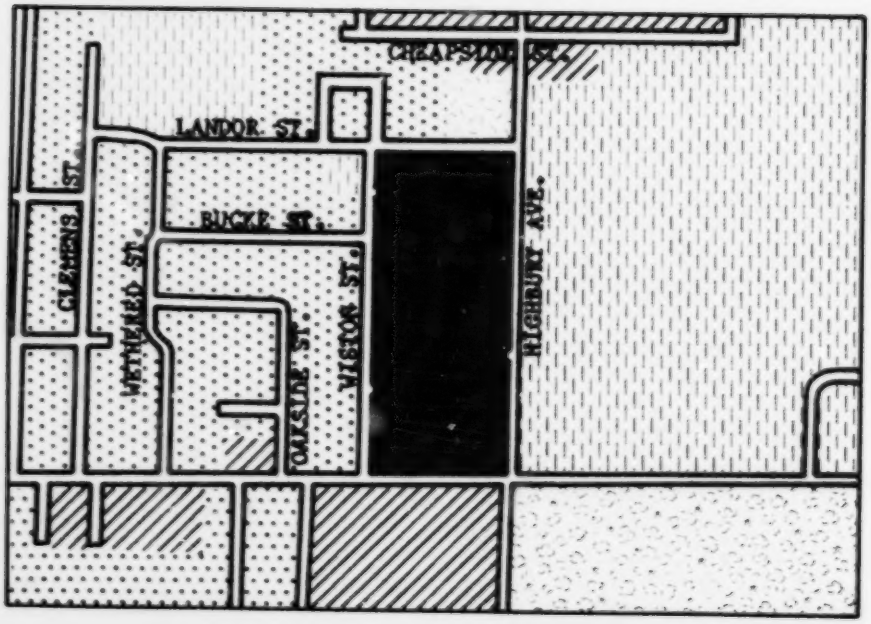
Surrounding Land Use: residential, commercial

CRPI Code: 35 39 036 41 021 DPW 010875

* Notification of the transfer of this property to CPC was subsequent to TBAC/FLM presentation. (PC# 1982-2091)

FIGURE 10

DND MARRIED QUARTERS
MDN RESIDENCES FAMILIALES



SCALE / ECHELLE 1:10,400

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.10 DND MARRIED QUARTERS

LOCATION: Oxford Street and Highbury Avenue, suburbs.

SITE:		**STRUCTURE:**	
Area:	9.99 ha	Number:	125
Acquisition date:	1950	Function:	residential
Parking:	adequate	Occupant:	DND personnel
Access:	good by car, and public transit	Area:	residences - 18 552.69 m^2 3 operational - 98.85 m^2
Zoning:	two-family residential	Storeys:	1 and 2 storey structures
		Constn. date:	1952

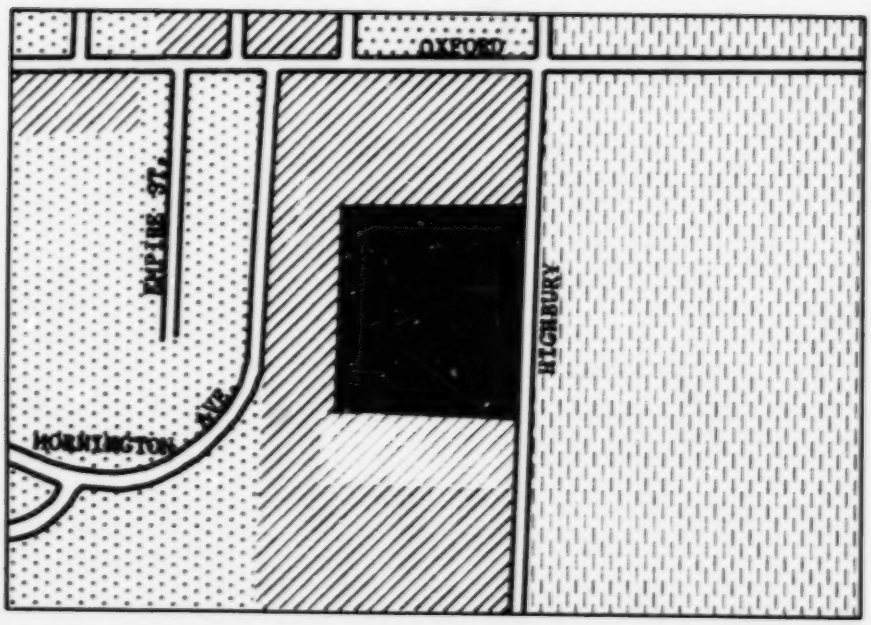
Surrounding Land Use: commercial and residential

CRPI Code: 35 39 036 43 021 DND 010870

This residential subdivision contains 125 one and two-storey, single and semi-detached housing units. These units accommodate DND personnel and their families stationed in London. A small operational building, a detachment building, two children's playgrounds, and a park containing tennis courts and a softball diamond are located within the subdivision.

FIGURE 11

PWC MAIL HANDLING FACILITIES
TPC INSTALLATIONS DE MANUTENTION DU COURRIER



SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.11* PWC MAIL HANDLING FACILITIES

LOCATION: Oxford Street and Highbury Avenue, suburbs.

SITE:		**STRUCTURE:**	
Area:	5.99 ha	Number:	3
Acquisition date:	1957 DND 1971 PWC	a) **Administration Building**	
		Function:	office
Parking:	super- adequate (450 spaces)	Occupant:	CPC
		Area:	2157 m^2 (usable)
		Storeys:	2
Access:	good by car, fair by public transit poor pedestrian access	Constn. date:	1957
		b) **Mail Processing Plant**	
		Function:	office, processing
		Occupant:	CPC, CEIC (processing)
		Area:	1219.4 m^2 (usable) 10 706 m^2 (usable)
Zoning:	heavy industry	Storeys:	1
		Constn. date:	1957
		c) **Guard House**	
		Function:	security
		Occupant:	CPC
		Area:	45.5 m^2 (usable)
		Storeys:	1

Surrounding Land Use: industrial, institutional, commercial

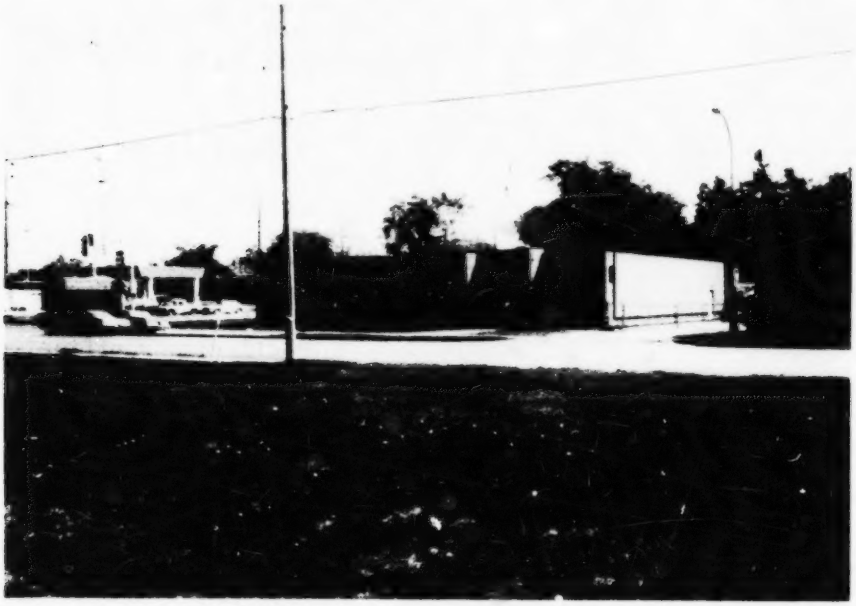
CRPI Code: 35 39 036 41 021 DPW 010876

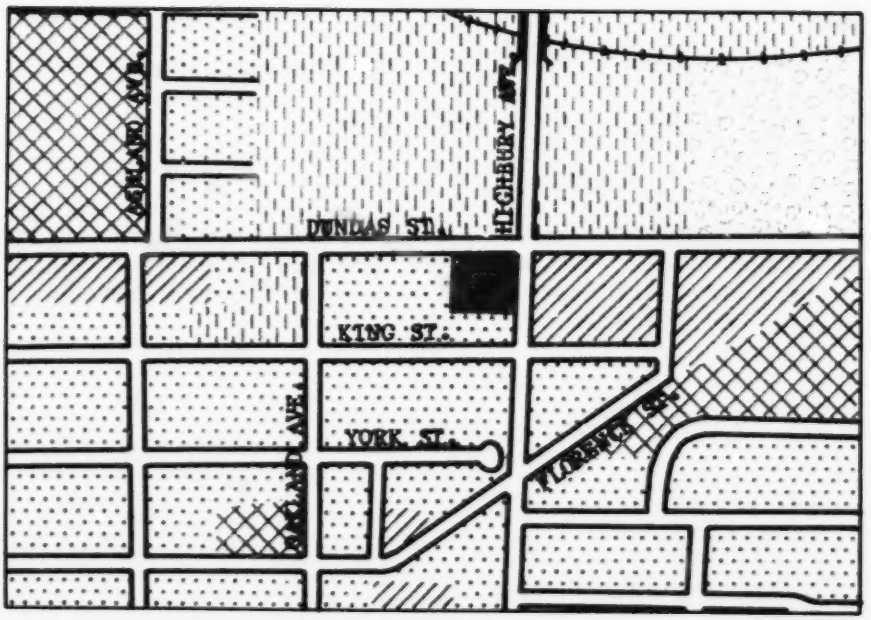
The Mail Handling Facilities were built in 1957, and purchased from DND in 1971. The property formerly was part of DND's Central Ordnance Depot (C.O.D.). The function creates no conflicts with the surrounding land uses. The remainder of the C.O.D. was converted to warehousing and light industry.

* Notification of the transfer of this property to CPC (PC# 1982-2091) was subsequent to TBAC/FLM presentation.

FIGURE 12

PWC LETTER CARRIER DEPOT NO. 1
TPC POSTE DE FACTEURS NO. 1





SCALE / ECHELLE 1:7800

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION / TRANSPORT & UTILITIES / SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.12 PWC* LETTER CARRIER DEPOT #1

LOCATION: Dundas Street and Highbury, suburbs.

SITE:

Area:	0.26 ha
Acquisition date:	1967
% covered by structures:	85
Parking:	adequate
Access:	good by car, and public transit
Zoning:	special commercial

STRUCTURE:

Number:	1
Function:	processing and storage
Occupant:	CPC
Area:	696.7 m^2 (rent.)
Storeys:	1 (plus partial basement)
Constn. date:	1969

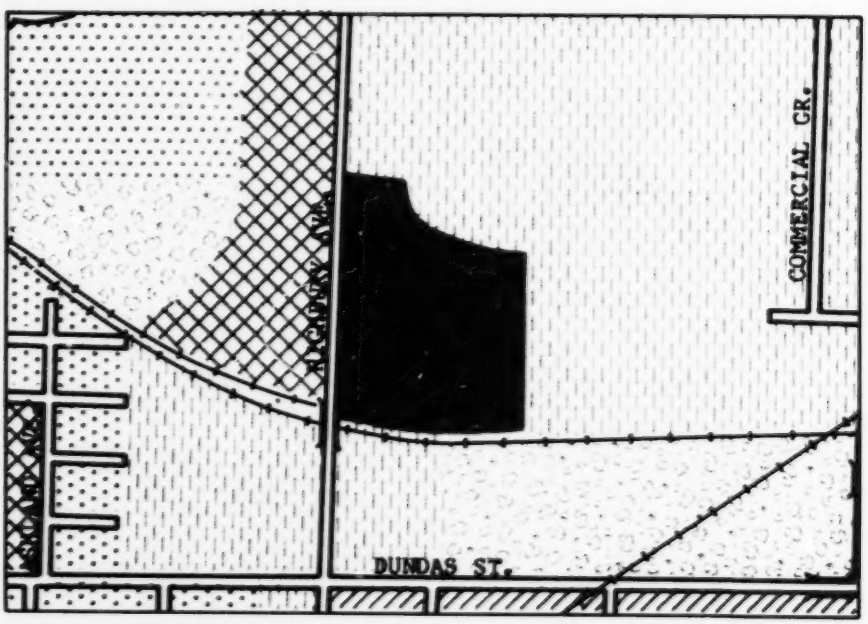
Surrounding Land Use: institutional, residential

CRPI Code: 35 39 036 41 021 DPW 010871

* Notification of the transfer of the property to CPC (PC# 1982-2091) was subsequent to TBAC/FLM presentation.

FIGURE 13

DND ORDNANCE DEPOT
MDN DEPOT MILITAIRE



SCALE / ECHELLE 1:10,400

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.13 DND ORDNANCE DEPOT

LOCATION: Highbury Complex, Highbury Avenue and CPR tracks; suburbs.

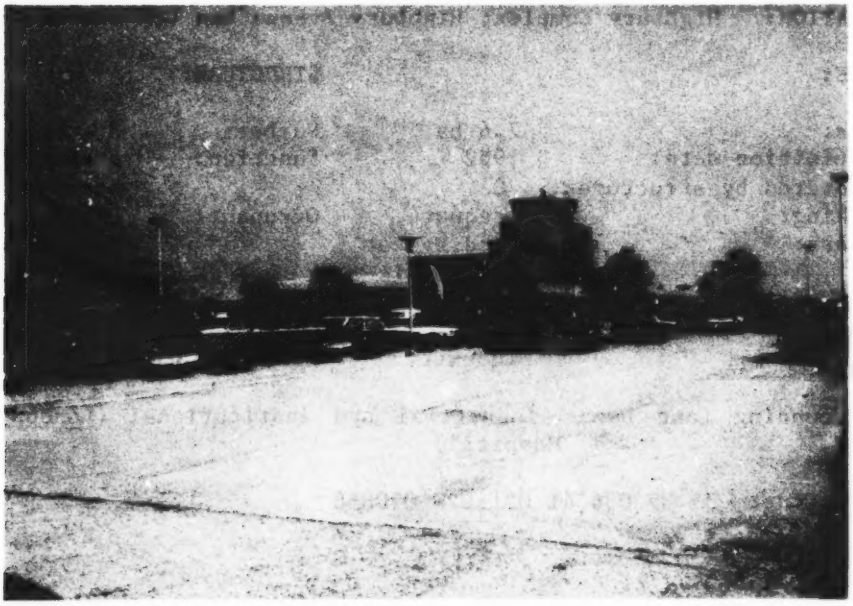
SITE:		**STRUCTURE:**	
Area:	7.6 ha	Number:	8
Acquisition date:	1952	Function:	operational, storage
% covered by structures:	70		
Parking:	adequate	Occupant:	CFB London Base Maintenance and supply section
Access:	good by car and public transit	Area:	17 266.2 m^2 (gross)
Zoning:	heavy industry	Storeys:	1
		Constn. date:	1940

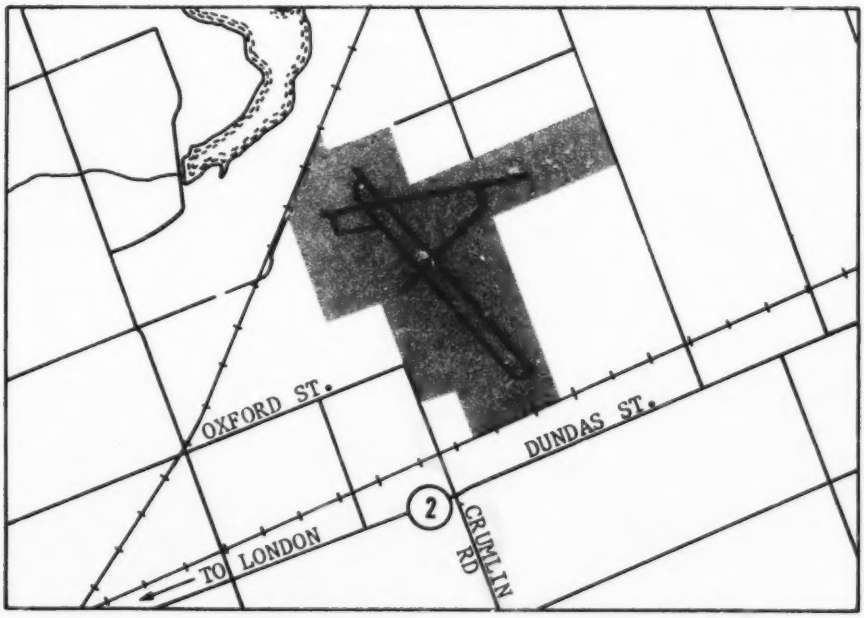
Surrounding Land Use: industrial and institutional (London Psychiatric Hospital)

CRPI Code: 35 39 036 41 021 DPW 010858

FIGURE 14

TC LONDON AIRPORT
TC AEROPORT DE LONDON





SCALE / ECHELLE 1:63,000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON DÉVELOPPÉ	

4.2.14 TC LONDON AIRPORT

LOCATION: Northeast of the City, beyond the city limits.

SITE:

Area:	550.24 ha
Acquisition dates:	1939, 1943
Parking:	adequate
Access:	good by car

STRUCTURE:

Number:	10
Function:	oper. and admin.
Major Bldgs.:	air terminal 3 hangars, maintenance garage, firehall
Area:	air terminal - 4232.7 m^2 (gross)
Constn. date:	1965 (completion of air terminal)

Surrounding Land Use: agricultural, vacant

CRPI Code: 35 39 031 42 021 MOT 010855 and
35 39 034 42 021 MOT 010865

The London Airport was established in its present location in 1939 when the city purchased the land and construction was undertaken by TC. Two runways of 845.5 m in length and a terminal building were constructed at that time. In 1943, additional land was purchased and a new runway 1159 m long was built. At the end of WWII the City of London declined responsibility for the operation of the airport, which was in turn taken over by the Department of Transport. In 1964 the City of London sold to the Federal Government that portion of the Airport which it still owned. In 1965 the present terminal facilities were completed. A maintenance garage and firehall were completed on the site of the old terminal building. The latest phase of expansion at the London Airport commenced in 1974 and included strengthening and lengthening one of the runways so that the airport could be used by larger wide-bodied aircraft. Further work was also carried out to improve the navigational aids at the airport and the approaches to one of the runways.

APPENDIX A

GLOSSARY OF TERMS

Economic Life - The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed and generally is shorter than the physical life of the improvements.

Excess - No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

FLM - Federal Land Management - FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

Gross Area - (Outside Gross) That area measured from the outside surface of the outer building wall to the outside surface of the opposite outer building wall, for the area of each floor, without any deductions for opening which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

Heritage Designation - The PWC Heritage Policy applies to all PWC owned structures constructed prior to 1945. Each structure is assessed according to the policy, and when heritage value is present it is designated as follows:

> **"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.
>
> **"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.
>
> **"Maintain"** - require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.
>
> **"Insignificant"** - no appreciable heritage or social value.

Non-habitable vacant space - Space which, by reason of design and/or condition, cannot be used to satisfy client requirement.

Property - Generally refers to an area of land plus any structures that may be located thereon.

Rentable Floor Area - That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (i.e., furnace rooms, public stairs, etc.).

Surplus Property Procedures - When a federal department or agency no longer has any use for a property, it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the final disposal of the property. When there is no federal interest, if disposal is appropriate, the practice is to give provincial and municipal governments, in that order, an opportunity to acquire the surplus property at current market value.

Usable Floor Area - The area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g., washrooms, cafeterias).

APPENDIX B

DEPARTMENT AND AGENCY ABBREVIATIONS

AGR	Agriculture Canada
CCA	Consumer and Corporate Affairs
CEIC	Canada Employment & Immigration Commission
CMHC	Canada Mortgage and Housing Corporation
CPC	Canada Post Corporation
DOC	Department of Communications
DND	National Defence
DSS	Supply and Services Canada
DVA	Veterans' Affairs
HWC	Health and Welfare Canada
INA	Indian and Northern Affairs
LAB	Labour Canada
NRC	National Research Council
PWC	Public Works Canada
RC-C&E	Revenue Canada, Customs and Excise
RC-T	Revenue Canada, Taxation
RCMP	Royal Canadian Mounted Police
SOS	Secretary of State
TC	Transport Canada

General Abbreviations

CBD	Central Business District
CRPI	Central Real Property Inventory - an inventory of all federal real property.
LCD	Letter Carrier Depot
TBAC/FLM	Treasury Board Advisory Committee of Federal Land Management, chaired by a representative of the Treasury Board Secretariat and the permanent members are representatives of DOE, PWC and CMHC.

APPENDIX C

ASC PUBLISHED REPORTS

Newfoundland

St. John's

Nova Scotia

Halifax-Dartmouth

New Brunswick

Fredericton
Saint John

Quebec

Gaspé, Iles de la Madeleine
Granby
Haut-Saguenay
Lac St-Jean
Lower St. Lawrence
Quebec Urban Community
Sorel
St-Hyacinthe
Valleyfield

Ontario

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
Metropolitan Toronto
Mid-Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Sault Ste. Marie
Thunder Bay
Timmins
Regional Municipality of Waterloo
Windsor

Saskatchewan

Regina
Saskatoon

Manitoba

Winnipeg

British Columbia

Fraser Valley
Okanagan Region
The Kootenays
Vancouver (map only)

Yukon Territory

Whitehorse